

## References

- AC150/5370-2, Operational Safety During Construction
- AC150/5200-18, Notices to Airmen
- AC150/5340-1, Standards for Airport Markings
- AC150/5340-18, Standards for Airport Sign Systems
- AC150/5210-20, Ground Vehicle Operations on Airports
- AC150/5200-18, Airport Safety Self Inspection
- AC150/5380-5, Debris Hazards at Civil Airports

### **The Airport Certification Safety Inspector's role in construction safety:**

- Offer guidance to airports regarding safety during construction.
- Ensure that the airport is complying with AC150/5370-2 and the construction safety plan.
- Investigate any Vehicle/Pedestrian Deviations or incidents occurring as a result of construction activity on the airfield.
- Provide recommendations to prevent or correct any unsafe conditions.



### **Safety & Certification Team Airport Certification and Safety Inspectors Southern Region Airports Division**

**Linda A. Berkowitz, Team Leader, ACSI**  
**(404) 305-6715**

**Jack E. McSwain, ACSI**  
**(404) 305-6718**

**Jim Price, ACSI**  
**(404) 305-6721**

**Randy L. Moseng, A.A.E., ACSI**  
**(404) 305-6714**

**Patrick L. Rogers II, ACSI**  
**(404) 305-6716**

**FAA Southern Region, Airports Division**  
**ASO-620**

**P.O. Box 20636**  
**Atlanta, GA 30213**

**FAX (404) 305-6730**



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## **Safety During Construction at Certificated Airports**



# **FAA**

**Tips and reminders to make your  
construction projects safer**

## AC 150/5370-2, Safety During Construction

This AC sets forth guidelines for operational safety during airport construction. It assists airport operators in complying with 14 CFR part 139, Certification of Airports, and with the requirements of airport construction projects funded with federal funds. It is a useful document and worth reviewing during all phases of construction at your airport.

### Introduction

All airports must perform construction or maintenance activities. It is a necessary evil if airports are to develop and grow. However, as necessary as construction may be, airports assume substantial risk when performing these activities. It is redundant to say that airport construction activities can be difficult and dangerous and airports must take appropriate precautions to limit their exposure and reduce the potential risk. You may have to perform construction, but you can do it safely.



### Pre-Construction Planning

- Develop a safety plan. This is a mandatory item for all projects funded with federal funds. Safety Plan requirements are detailed in AC 150/5370-2.
- Meet with contractors, tenants, and affected parties before beginning construction.

- Develop and coordinate a construction vehicle safety plan.
- Establish haul routes and gate access procedures to minimize impact on operations.
- Set specific limits for construction activity.

### Safety Areas and Work Limits

- During construction, airport operators must protect critical areas such as safety areas, obstacle free zones, and approach surfaces.
- At the runway edge, work is allowed in the safety area but no closer than 200 feet from the centerline – unless the runway is restricted to smaller aircraft. See AC 150/5370-2.
- Open trenches or excavations are not permitted within 200' of an operational runway, nor are they allowed in the safety area at the runway end.
- Do not stockpile materials in the safety area, obstacle free zone, or object free area of any operational runway.
- Do not park or service equipment on any closed runway/taxiway.
- Do not park equipment in the safety area or object free area of any operational runway.

### Marking and Lighting

- Construction areas, obstructions, hazards, and closed areas must be marked and lighted. See AC 150/5370-2 for specific guidance.
- Barricades must be of low mass, of low-height, be retro reflective orange/white in color, and be easily collapsible/frangible.
- Use flags to mark barricades during the day. Use red lights at night.
- Non-frangible barricades, such as metal drums or concrete dividers, are prohibited in movement areas. Do not use wood railroad ties on runways.
- Turn off lights on closed runways and closed portions of runways (i.e. displaced thresholds).
- When runways are closed, operators must place X's on the runway ends to identify the

closure. At night, the use of lighted X's is highly recommended.

### Ground Vehicles

- Your vehicle driver-training program is your first line of defense against runway incursions. Make sure driver training is adequate.
- All vehicle operators must be trained in airport procedures, safety, work area limits, security, and communications.
- Vehicle parking areas must not restrict ATCT line-of-sight, impact NAVAID signals or penetrate Part 77 imaginary surfaces.
- Use only designated haul routes or roads.
- Aircraft always have the right of way!

### Reminders

- Establish procedures for the immediate notification of users and the FAA of any condition adversely affecting safety.
- During construction, conduct periodic safety meetings with contractors and tenants.
- Continually review the accuracy and adequacy of construction NOTAMs.
- Don't forget to include the aircraft rescue and firefighting department in all construction planning and updates.
- Penalties for non-compliance established in construction contracts are useful in ensuring contractor compliance with safety procedures.
- FOD is dangerous. Remember to use sweepers to control FOD at movement area crossings.
- Inspect construction areas completely before opening/reopening any airport surfaces. Use of a 'start-up/shut-down checklist' will help.

